

SCOTT GETS OFF LIGHTLY

Pleads Guilty and Is Fined \$500 and Costs.

(From Saturday's Advertiser)

W. B. Scott pleaded guilty to indictment for embezzlement and Judge De Bolt made extended remarks to show why the defendant should receive the lightest penalty the law allowed. From the statements of counsel it appeared that the offense was not attended by aggravating circumstance, having consisted in the commission of the act charged under sudden temptation. He had known the defendant for some years and regarded him always as a man of good character. It was sometimes harder to confess than to commit a crime, hence the conduct of the defendant, in coming into court and confessing his guilt showed at least one noble trait in his character. Defendant had also engaged to make restitution. The sentence of the court was that the defendant pay a fine of \$500 and costs. Scott's indictment was returned by the grand jury in the morning. He appeared for arraignment without counsel, but, at the instance of Job Batchelor, who was in court, J. Alfred Macgown spoke a few words asking leniency of sentence. Besides advising to Scott's good reputation in the past, the volunteer counsel stated that the defendant had appropriated the money intending to replace it but the shortage was discovered before the opportunity for making it good had arrived.

In the indictment, presented by Wm. S. Fleming, Deputy Attorney General, and countersigned by J. C. Axtell, foreman of the grand jury, it is set forth that W. B. Scott, on March 30, 1904, having the custody and keeping of certain moneys of the aggregate value of \$1654.11, the property of S. M. Damon, S. E. Damon and H. E. Waity, copartners doing business under the firm name of Bishop & Company, did embezzle, convert and dispose of said moneys to his own use and benefit, contrary to the statute.

OTHER INDICTMENTS.

The grand jury also presented the following indictments, and the court allowed pleas in all of the cases to be reserved until this morning or Monday: Antonio Fernandez, selling liquor without license.

Ho So and Fukuda, separately, receiving stolen goods.

Pang Chong and John Doe, jointly, and Sau Man, selling liquor without license.

CRIMINAL LIBEL CASE.

F. J. Testa, indicted for criminal libel, came before Judge De Bolt yesterday morning with counsel for the first time. T. McCants Stewart and C. A. Long appeared for him, asking that his plea might be reserved until Wednesday. They had not been long enough connected with the case to look into it fully, but assured the court that they believed grounds existed for a motion to quash the indictment. E. C. Peters, Deputy Attorney General, strongly opposed a continuance for such a time as asked. It ought not to be later than Monday. The court split the difference by continuing the case until Tuesday.

SEA BEACH CASE.

Territory of Hawaii vs. L. B. Kerr, an injunction of a seawall at Waikiki beach, was undergoing trial by Judge De Bolt most of the day. It is a sort of test case, whose decision will control other beach proprietors as well as this defendant. P. L. Weaver appeared for the Territory, and S. H. Derby of Kinney, McClanahan & Cooper for the defendant. Mr. Weaver presented the doctrine that in the case of encroachment on the public domain, the Government as the sovereign could order the obstruction removed at its pleasure without proving that it was a public nuisance, while if the object in question was upon private land it would require evidence to prove it a nuisance interfering with navigation, fisheries or other public benefits. In the first instance everything depended on the will of the Government, while in the latter the Government could only proceed to have the obstruction removed as a common nuisance.

APPEAL HOLDS GOOD.

Judge Robinson, after hearing Mr. Withington for the plaintiff and Mr. Stanley for the defendant, in the case of Manuel P. Ferreira vs. Honolulu Rapid Transit & Land Co., denied the motion of plaintiff to strike from the record defendant's motion for a new trial. The denial was upon both grounds pleaded, viz., that the defendant had not filed a sufficient bond, and that defendant had not paid the costs accrued to the time of filing the motion. It was ordered by the court that defendant have ten days of additional time, after the completion of transcript of evidence, in which to file its bill of exceptions.

KAMATA CASE AFTERMATH.

L. B. Doe vs. W. B. Smith was on trial before Judge De Bolt yesterday. J. A. Morgan and J. Lightfoot appeared for plaintiff, and J. J. Young for defendant. At 4 p. m. the trial was continued until 11 a. m. on Monday next. It is an equity suit to remove cloud from title brought a little more than a year ago. The plaintiff claims a deed of John Smith A. M. Brown, who was the last under execution to convey a judgment against Frank Horton et al. in the former Kamata case, is a nullity. He says that the deed was procured by fraud and that the plaintiff is entitled to have it set aside. The defendant claims that the deed is valid and that the plaintiff is entitled to have it set aside. The court will hear the case on Monday next.

Queen's Hospital from the decision of the Auditor of the Territory, Auditor J. H. Fisher by E. C. Peters, Deputy Attorney General, files an answer in the Supreme Court. It mostly contains admissions of the allegations of the appellant, concluding with a prayer that the appeal may be dismissed. The charter of the Queen's Hospital corporation is appended.

COURT NOTES.

In the equity suit of James Love against James Love Jr., Annie K. Hart and the Henry Waterhouse Trust Co., Ltd., to dissolve guardianship, James Love Jr., and Annie K. Hart by their attorneys, Robertson & Wilder, demur to the complaint on the ground that it does not state such a cause as entitles the petitioner to the relief prayed for. Judge Robinson denied the motion to reduce alimony in the divorce case of M. R. Judd vs. C. H. Judd. The libel-lee had pleaded, in an affidavit, a small salary and the fact that he had married another wife with three children.

Henry E. Cooper has discontinued his suit to enjoin the Mutual Telephone Co. from mutilating the royal palm trees at his Punahou residence, "the matters in controversy having been satisfactorily adjusted between the parties."

Judge Robinson granted a divorce to Stella Cockett against Jas. D. Cockett, on the grounds of habitual intemperance and failure to provide. Sister Albertina of St. Andrew's Priory was a witness for plaintiff, whose attorney was W. S. Fleming. There was no defense.

GRAND ARMY STIRRED

Camp Fires Blaze With Joy Over Escape of General Bedell's War Orderly From a Paralytic's Fate.

When Mr. Ross C. Duffy, of No. 18 Russell avenue, Nashua, N. H., was suddenly prostrated by a paralytic shock, the deepest concern was felt throughout the town in which he had been a prominent official.

Grand Army men were especially solicitous for in the Civil war Mr. Duffy had acted as General Bedell's orderly while serving with Co. F, Third regiment, New Hampshire Volunteer Infantry, and after the war he became a member of General Foster Post, G. A. R., and rose to be department vice-commander.

The general anxiety felt about him after his sudden shock in the latter part of 1901, was slightly relieved by the news that he had come out of a state of unconsciousness which had lasted for five days, but as week after week went by and he made no further progress, one leg remaining paralyzed, it was concluded that the highly honored veteran must at best remain a cripple for life.

Suddenly to the surprise and delight of every one Mr. Duffy appeared on the street in unmistakably robust health and was overwhelmed by congratulations and inquiries:

"The regular treatment," said Mr. Duffy, "didn't do a bit of good, so far as my paralyzed leg was concerned. My left leg remained cold and dead, and I had been too active a man to be content to be housed up with one dead leg if there was any possible way to cure it. I finally stumbled on help by the merest chance. I got my clue of a Boston paper from the story of a war comrade, John Hunter, of Chico, Cal., who had been cured of a desperate attack of locomotor ataxia by Dr. Williams' Pink Pills. I sent for a box of the pills at once and in less than a month afterward I, too, became a perfectly well man as the result of using them and I have remained so ever since. No more vertigo, no more trouble with my stomach, none with my kidneys; in fact, every organ seems to be doing its proper work. I certainly have good reason to be thankful to Dr. Williams' Pink Pills. These pills are sold by all druggists throughout the world."

EXECUTIVE WORK BEING CLEARED UP

Governor Carter and Secretary Atkinson are both striving to clear up all of the executive's correspondence and settle other administrative business prior to the Governor's departure for the mainland next Saturday. Among the more important matters is that of decisions regarding what objects of the loan appropriations are to be carried out besides those now under way. In the Governor's absence the Secretary will be Acting Governor and he does not wish to be overwhelmed with responsibilities in that capacity. Neither does Governor Carter desire to lay more burden than necessary on the Secretary's shoulders while he is away. Hence the present activity in settling the executive matters in order.

ENGRAVINGS
HAWAIIAN GAZETTE CO.

THE GIANT MONGOLIA ARRIVES AND COMES IN

She Made the Flagship New York Look Small. Bridge on a Level With the Roof Garden. Who the Passengers Are.

(From Saturday's Advertiser)

Queen of the Pacific, towering in the majesty of the greatest tonnage piled into a single steamship, the new Pacific Mail steamship Mongolia on her maiden trip across the Pacific arrived at Honolulu yesterday afternoon at 1 o'clock amid the welcoming blast of steam whistles, both in the harbor and on land. Slowly and easily the big ocean leviathan steamed in through the channel across the small intervening space of harbor to Naval Slip No. 1 and was moored alongside Naval dock No. 1 as lightly as if she had been a mere pleasure yacht. Captain Rinder, commander of the Mongolia, was on the bridge with pilot Macaulay and expressed his pleasure at the pilot's masterful management of the huge bulk beneath them.

The Mongolia received a royal welcome to Honolulu. The pleasure of Honoluluans in greeting the vessel is likely to be lasting, for a more commodious, seaworthy, and well-officed steamship has not entered the harbor. Despite the fears that the great steamer might not be able to come inside the harbor, this was found to be entirely within the line of possibilities. Due to the courtesy of Admiral Terry the naval dock slip was emptied of warships to enable the vessel to come inside.

Shortly after the vessel had moored and the passengers had disembarked, the Honolulu public swarmed aboard and inspected every part of the ship. "Isn't she fine?" was an expression often heard as groups peered into cabins, suites, the dining saloon, the mysterious realms of the galley, cargo rooms and cargo holds. The visitors only echoed the praises of the passengers, for not one was heard to utter a statement that was derogatory to the vessel.

The Mongolia was sighted at 10:45 and about 11:30 was off the entrance to the harbor. The Custom House launch, carrying the Collector of Customs and friends, Immigration officials, U. S. Surgeons, Customs inspectors and representatives of the press went out and boarded the vessel. The towering height of the hurricane deck was never more apparent than when the launch went up close to the steamer. The heads of passengers peering over the rails at the bobbing launch looked the size of peas.

As the vessel was laying to outside it was noticed that she was drawing about 25.9 feet forward. This was sufficient to bring her into the harbor easily and the order was given to proceed through the channel. Captain Rinder had previously had 4,000 tons of water ballast pumped out, which gave her a light draught, considering she was loaded with 8,000 tons of freight. The vessel was originally scheduled to carry 15,000 tons dead weight for cargo, but at the last day 7,000 tons of barley intended for the Japanese government was removed. The Mongolia can carry 15,000 tons dead weight, or 23,000 tons by cubic measurement.

As the vessel passed the lighthouse she gave three long blasts of her deep-toned whistle, which sounded like a diapason when compared with the staccato blast of whistles responding instantaneously from vessels in the harbor and buildings on shore. The welcome was long-continued, the air often being rent with trombone whistles. The Naval dock was a black mass of people, and as soon as the vessel neared the wharf, the Hawaiian Government band, led by Captain Berger, struck up patriotic tunes, changing later to Hawaiian airs. The passengers applauded the musical welcome.

The great height of the vessel complicated matters in getting the passengers ashore. The gangway could not be raised to the forward deck and had to be put through a freight port. Passengers had to go between decks

to reach the gangway, passing between stairs in which were blooded horses.

Unless a two-story dock is built for the accommodation of the Mongolia and Manchuria, there will be considerable difficulty in landing the Oriental freight on the return trips. Both vessels, built for the Atlantic Transport line, were constructed with a view to two-story dock unloading.

When the Mongolia was alongside the dock there was opportunity for comparison. The cruiser New York, just opposite, looked small. The Mongolia's hurricane deck was slightly higher than the cruiser's conning tower. The gunboat Bennington looked like a pleasure yacht. From the bridge Captain Rinder could look along the level of the Young Hotel's Roof Garden. The long forward deck was big enough almost to take on the gunboat Bennington, and the training ship Adams could easily have been put on the forward deck with space to spare. Looking off the bridge down to the water is like gazing over the parapet of the Young Hotel Roof Garden to the street below. When Captain Rinder walks the bridge he is about 75 feet above the water line.

The saloon promenade is 205 feet long, or one-third of the ship's entire length, which is 615 feet. Her breadth is 65 feet; load draft 33 feet 6 inches and registered gross tonnage 13,639 tons. The liner is equipped with five complete decks and has ten watertight bulkheads.

There was not an incident to mar the Mongolia's initial trip from San Francisco to Honolulu. The voyage was accomplished in 5 days, 19 hours and 48 minutes, her daily runs being as follows: 274 miles, 343 miles, 364 miles, 375 miles and 365 miles.

The principal officers of the steamship are: Captain Rinder, commander, formerly commander of the O. & O. Coptic; purser, A. E. Rennie, formerly occupying the same position on the Coptic; Chief Engineer Chisholm.

Captain Rinder said yesterday to an Advertiser man: "The Mongolia is the finest ship I know of, and she is as near perfect as a passenger steamship can be. Everything on the trip went satisfactorily and her engines are O. K. She rides smoothly. For instance, in my cabin there are two Morris chairs and a table which are not clamped to the floor. They were never shifted out of their positions all the way from Norfolk, by any movement of the vessel. I am entirely satisfied with her."

A. Gartley, formerly of the U. S. Navy, and now manager of the Hawaiian Electric Company, who returned in the Mongolia from Washington, said to a reporter as he boarded the vessel: "You may say for me that the Mongolia is one of the finest ships I have ever travelled in. Her stateroom accommodations are the best and the table is excellent. Her engines worked splendidly and she is certainly a credit to the American merchant marine, and to the Pacific trade, which is fortunate in securing the vessel."

Other passengers voiced Mr. Gartley's expert opinion.

Among the passengers for Honolulu were Henry Afong and bride. The knowledge that Mr. Afong, the youngest son of Mrs. Julia Afong, had been married was somewhat of a pleasant surprise to his friends here. About two weeks ago the young Honolulu married Miss May Frances Harvey of Brooklyn, N. Y. Mr. Afong cabled from San Francisco before the sailing of the Mongolia, that he was coming home with a bride. The couple will remain here for some time and may then take a trip to the Orient to visit Mr. Afong at Macao.

Mrs. R. P. Schwerin, wife of the vice-president of the Pacific Mail Steamship Company, accompanied by her two children, arrived to spend a few days in the city. It is interesting to note that the first passenger to land from the

Mongolia was the little daughter of Mrs. Schwerin. She was given the coveted opportunity.

George A. Davis returned from Washington sanguine of success in his efforts to be restored to his privilege of practicing law here. News coming direct from Washington, disagrees with this statement.

Captain Colin Glenn, who saw much service in South Africa under Kitchener during the Boer war, is accompanied by his bride, formerly Miss Schenck of New York. The bride was one of New York's famous beauties. They will remain over here some time. Two blooded horses were brought to Honolulu for the use of Captain and Mrs. Glenn.

Mrs. Glass, wife of Admiral Glass, U. S. N., now here with the cruiser New York, arrived and will reside at the Moana Hotel.

Count Mutsu of the Japanese Legation at Washington, accompanied by the Countess, is a through passenger. He was the guest yesterday of Consul Miki Saito.

Mr. and Mrs. W. A. M. Burden are through passengers. Mrs. Burden is the daughter of Mr. and Mrs. McK. Twombly, and a great-granddaughter of the late Commodore Vanderbilt.

Lyman I. Mowry is a well known San Francisco lawyer en route to Hongkong on business. W. Morgan Schuster, Collector of Customs at Manila, accompanied by his wife, is returning to his post of duty.

J. R. Harry, port steward of the P. M. S. Co. at San Francisco, is making a through trip. K. Arai, a Japanese silk merchant of New York, is en route to Yokohama.

The Mongolia's reception cabins are finished in a quiet tone, the entrance and dining saloon being finished in oak. The smoking cabin is finished in dark-stained wood with a dry finish, a frieze of plaster Holland pictures making a charming contrast. The dining saloon will seat 216 diners at one time. There are accommodations on the vessel to berth 384 first class passengers, and 2,000 steerage passengers can be accommodated. Captain Rinder's office and private rooms on the upper decks are models of neatness and elegance. His office is equipped with handsome furniture. Adjoining is his sleeping room, which is reached by a telephone system which reaches all parts of the vessel. His bathroom is near by. Each officer has a finely furnished room on the same deck, with a mess room for all. Private staircases lead to the bridge.

The galley is a model of neatness. The floors are tiled and the kitchens are well lighted and ventilated. A fine bakery outfit adjoins the galley.

The Mongolia has only one funnel and in the distance the vessel looks like an American-Hawaiian vessel. She brought eighty tons of freight for this port. She is scheduled to sail for the Orient at 10 o'clock this morning.

DECLARE BRIDGE TO BE UNSAFE

The Wahiawa colonists are complaining of the condition of the Waiakaloa bridge, just this side of Wahiawa. Byron O. Clark says that the bridge is in bad condition, with planks broken through, and the structure as a whole unsafe. In a few weeks the colonists will begin marketing their pineapple crop and an accident is likely to happen at the old bridge any time as all the Honolulu traffic comes that way. There is an appropriation of \$10,000 in the loan bill for reconstruction of the damaged bridge and for a new road, and the Wahiawa colonists are trying to induce the Superintendent of Public Works to let the contracts before there is another accident.

BROKE RECORD IN LAHAINA

Attorney General Andrews and Deputy Sheriff Chillingworth did some quick work while in Lahaina. On the day they left two Japanese women fought with knives, one of them claiming that the other had been instrumental in causing her to lose a position at Mrs. Horner's home. The assault occurred at five o'clock in the evening, the woman was arrested at six, and at eight o'clock Judge Kahaula held court. Andrews and Chillingworth prosecuting, and the woman was fined \$50 and costs. There was an audience of about 200 at the evening trial.

ENTERTAIN FILIPINOS

Secretary Taft Desires Courtesies Be Given Them Here.

"Washington, D. C., May 15.

"Governor Carter, Honolulu: "About fifty Honorary Filipino Commissioners composed prominent representative men will reach Honolulu on Siberia about twentieth en route to World's Fair. Would appreciate any courtesies that could be extended to them by people and commercial bodies, Honolulu. Possibly may recall interview with Niederlein this subject."

"TAFT."

Upon receiving the foregoing cablegram, Governor Carter laid its subject matter before the Chamber of Commerce and the Merchants' Association. The Siberia is due to arrive next Friday and depart for San Francisco the following day. Both the Governor and Secretary Atkinson are desirous of having the wishes of Secretary Taft, in this as well as any other instance that may arise, gratified in the most hearty manner of the community. Since his arrival at his post of duty in Washington, after having most affably conferred with the authorities and business people here, the Secretary of War has evinced a practical interest in Hawaiian affairs of great value to the Territory.

LEGGETT IN FOR MIDWAY

Loaded With Supplies For Cable Island.

(From Monday's Advertiser)

Loaded with supplies for the cable station on Midway Island, the steamer James H. Leggett arrived in port yesterday from San Francisco, and after taking on additional material, as well as a score of laborers, the vessel will continue on her voyage to the lonely mid-Pacific island.

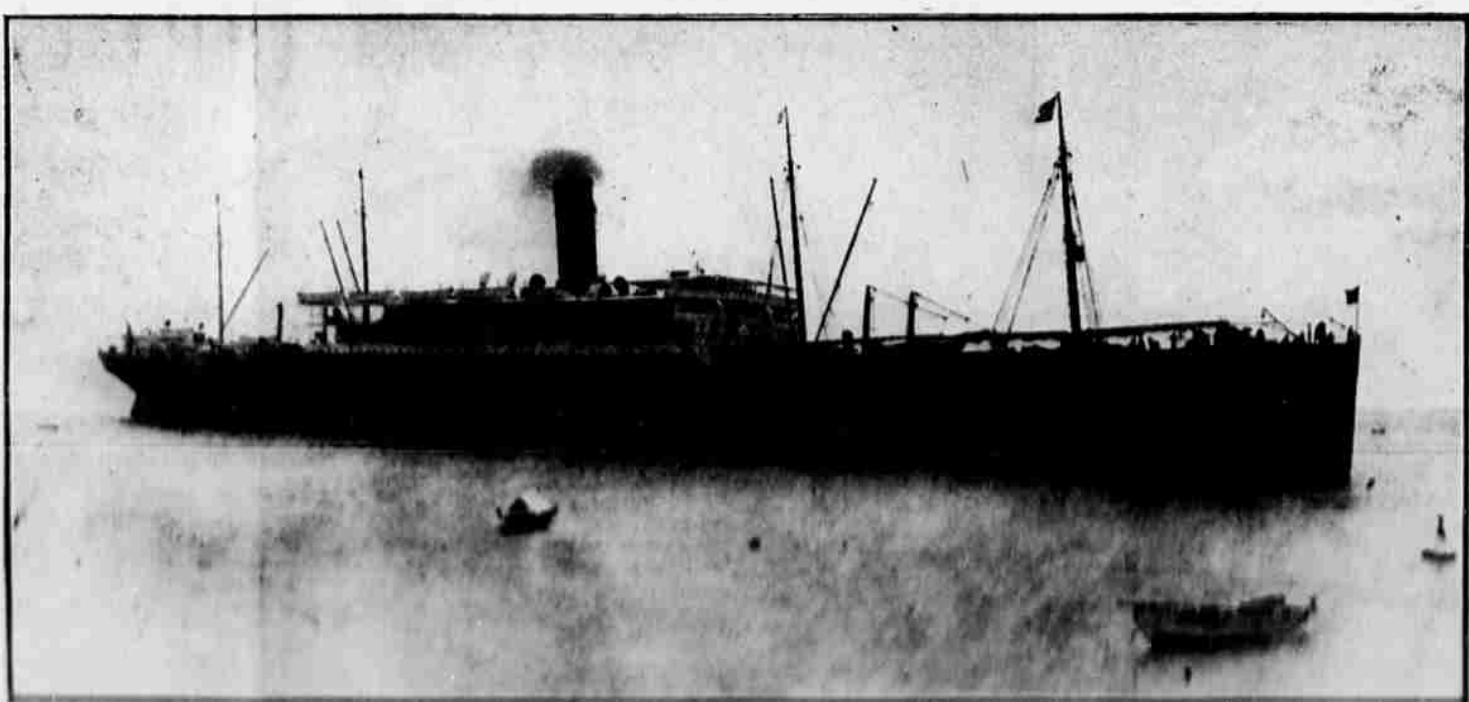
Contrary to the story published in the San Francisco papers that the Leggett was in a helpless condition near the Farallones, the officers state that they merely have to for a few hours near the signal island for the purpose of securing some lashings.

The Leggett is loaded deeply with building material and provisions. On the midship deck are two huge lighters upon which the material will be transferred to the shore. A third lighter, somewhat smaller than the others will be used for inshore work. The lighters will probably be left at Midway when the Leggett returns to this port.

A commodious steam launch is also being taken to Midway for the use of the cable colony in going out to passing vessels, etc. Among the heaviest portions of the freight is a complete ice-plant and an electric plant for running it. There is also a gas pumping machine. The building material is largely of steel structural work. There is also a large consignment of lumber and cement.

A supervising constructor and several assistants came on the steamer from San Francisco. About twenty Japanese laborers and several white men are to be taken on at this port. H. J. Johnston is looking after the steamer at this port.

The Leggett is a steamer of 1617 tons gross tonnage. Her home port is San Francisco and she operates on an uncertain route to Eureka and to the Sound. Her boilers and engines are abaft the midship section of the vessel.



PACIFIC MAIL S. S. MONGOLIA WHICH ARRIVED AT HONOLULU YESTERDAY ON HER INITIAL TRIP ACROSS THE PACIFIC